

British Feeling For Negro Gains In Kindliness

Liberals in England Show
Sympathy Akin to That
Displayed by Certain
Americans for the Irish

Lynchings Are Watched

One Writer Says Blacks
Would Turn on America
in a Struggle With Japan

From The Tribune's European Bureau
LONDON, Feb. 12.—Recently at a tea—the curious English institution where a cup of tea and a cross sandwich furnish an excuse for a gathering of persons of various views—Stephen Graham declared in all sincerity that in the event of war between the United States and Japan the latter country would find a valuable ally in the American negroes.

He had just published his book "The Soul of John Brown," written after a three months' tour of the South, most of it spent in walking along Sherman's path to the sea, and naturally everything he said was accepted without question by his English auditors.

Whenever an Englishman and an American discuss Ireland the former invariably counters with "How about your negro problem?" Every lynching in the South is a subject of conversation. Every disturbance in the South is featured in the newspapers of Great Britain.

Sympathy for the Negro
Are we as big, indifferent, as the English were in the years preceding the passage of the Home Rule bill of 1914 and the Dublin Easter rebellion of 1916? The English believe so. Liberals on this side have a sympathy for the American negro not unlike that of certain Americans for the Irish. Graham's trip through the South was not prompted by a desire to muckrake; he went there because he had a sympathy for the negro.

Harold Spender, another English Liberal, the author of a biography of Lloyd George, has written a series of articles on America, one of which discusses "The Black Problem." To most Americans Spender's treatment of the question would be considered eminently fair and devoid of sensationalism, but the English are greatly impressed and undoubtedly more than ever sympathetic with the negro.

Spender points out that the British did a thriving business in slaves and that they are more or less responsible for the "black problem."

"The black specter dogs America still," he says. "Behind all her policies there is a deep-rooted fear—a fear of the black man in the present and a still greater dread of him in the future."

"America fears for her civilization and for her race. She dreads lest North America should become a black man's continent. Those who travel in the North may think this absurd. But in the South the peril is nearer. There are Southern states where the white man is only in a bare majority; there are states where he is now actually outnumbered."

"All the time the black population is increasing at a great pace. More important still, their ambitions are increasing also. They are no longer content with the policy of wholesale disfranchisement and social ostracism which has been so long pursued in the Southern states. There are hundreds of black lawyers and black persons; thousands of black teachers. Many of these black men have proved themselves the equals of the whites."

"Often they work harder. So the claim to white privilege is threatened, and a very serious problem looms ahead. It is not a question of actual slavery; it is a question of political freedom. The broad fact is that in spite of the Civil War and the famous fifteenth amendment to the Constitution the negro has been by one means

or another deprived of his political rights—and often of his civil rights also—throughout the South."

Further on Spender says: "There is grave danger for America in allowing the black problem to drift. In Great Britain such a trouble would find instant voice in Parliament. There would be frequent questions about lynching episodes. There would be legislative proposals of various kinds, and probably the government would send the whole question to a royal commission which would inquire and report. But in America, despite their courage and vigor, there seems a curious reluctance to face the great problems of the future."

"Neither great party seems to have out a policy and stand by it, after the fashion of our parties in England. The result is that public opinion is left without guidance. It is not faced with a choice of policies. Now, we have various policies in regard to the black problem in our empire. South Africa has one and India another. I do not say that they are perfect policies, but they are policies."

"The American has no policy in regard to the black man. It might decide to disfranchise him. On the contrary, it announces in the Federal Constitution on no account is he to be disfranchised. Then in the State constitutions it proceeds to do so. It might put the negro under a special law and confine him to special regions, as both proposed in South Africa."

"But it does nothing of the sort. It claims for him the full liberty and protection of an American citizen. Then it proceeds to stand aside while he is hanged and burned without trial. I call that a dangerous policy, because it provokes the greatest possible amount of anger and resentment while it places no real restraint on a development which is growing more and more formidable every day."

The English are never likely to become the champions of the negro to the extent a large section of the American public supports him. It is equally true that the British are unlikely to interfere in what Americans consider their domestic affair. But there is unmistakable evidence that the British are becoming increasingly interested in the future of the negro.

School Open in Shanghai

Y. M. C. A. Includes Lectures
and Entertainments

SHANGHAI, Jan. 15 (Correspondence of The Associated Press).—A comprehensive educational scheme, together with a program of lectures and entertainments, will be carried out in the coming year in a new industrial branch of the Y. M. C. A. that has been opened at Pooiang, Shanghai's big industrial district, which lies across the Whangpoo River, opposite the city proper.

The new institution began operations in December in a large mat shed capable of seating 1,200 persons. It is purposed to hold day and night school for mill hands and their children. The district to be served has a population of about 20,000 Chinese mill workers.



6 PHOTOS

398 5th Ave., bet. 36th and 37th Sts.—115 W. 42d St., nr. B'way.
59th St. and 3d Ave. (Bloomingdale), 1269 Broadway, near 32d.
12 North Broadway, Yonkers. 869 Broad St., Newark.
472 Fulton St., Brooklyn. (Over Left).

All Trolley Lines Of Lima Radiate From One Center

Life and Traditions of Peruvian Capital Concentrated
in One Spot, the Plaza
Mayor, or 'Great Square'

WASHINGTON, Feb. 11.—Lima, capital of Peru, and Callao, its port, where half the combined Pacific and Atlantic fleets of the United States rode at anchor after the passage of the Panama Canal, forms the subject of the following bulletin issued from the Washington headquarters of the National Geographic Society:

"The air of Callao, though it is clear and sparkling in this summer season below the equator, may be said to be heavy with the traditions of nearly four hundred years of the activities of European adventurers, explorers and empire builders. Ports apparently meant little to the Incas and their predecessors, so the history of this sheltered bay, which constitutes one of the best harbors on the Pacific coast of South America, may be considered to have begun shortly after Pizarro and his bearded comrades entered Peru in 1532."

"From Callao in the years that followed sailed a constant stream of galleons loaded with the gold and silver that the conquistadores stripped from the rich continent on which they had gained a foothold. Lima, only eight miles inland, became the seat of the vice-regal government by which all South America was ruled, and Callao practically was the only gate through which the treasure gathered by the colonial agencies was poured into the lap of the Spanish King. Close to Callao often hovered British and Dutch pirates to swoop down on the treasure ships."

Lima Half an Hour Away
"Callao was the first Pacific port in South America to have completed modern harbor works. Treasure still is being taken from Peru through Callao, but now it is in the form of copper ore from the rich mines of the interior. It is transported to the port on a modern railroad, instead of on the backs of men and donkeys, and is loaded on great ocean freighters by modern power cranes."

"A half hour after boarding an electric car in the city of Callao the traveler alights at one of the many plazas in Lima, capital of Peru and a thriving city of 200,000 inhabitants. Not far away he will find the center of the city's life and traditions—the Plaza Mayor, or 'great square.' All of the city's streetcar lines radiate from this center, as though representing the influence and power that radiated from the same spot to all South America when Lima was the 'City of the Kings.' On one side of the Plaza Mayor rises

the cathedral, with its lofty twin towers. Pizarro is said to have laid the foundation stones. His mummy is now exhibited inside the structure.

Oldest University

"Facing another side of the main plaza is the old vice-regal palace, still used for governmental purposes. Not far away is the oldest university in the western hemisphere, the Universidad de San Marcos, established more than half a century before the Pilgrims landed at Plymouth. In the Lima of the present the classic old Universidad shares the educational field with thoroughly modern technical colleges devoted to engineering, medicine and agriculture."

"Lima and Callao, thought of vaguely perhaps by many as somewhere near the northern end of South America, are approximately 1,600 miles south of Panama—as far from Nova Scotia. Though only ten degrees south of the equator, and therefore well within the tropics, these cities, due to the dryness of the western slopes of the Andes and to the cold Humboldt Current that washes the coast, have an equable climate. The temperature in summer (December to May) seldom rises above 80 degrees Fahrenheit, and in winter rarely falls below 60 degrees."

Valparaiso, Bursting Bonds, Is City of Outside Elevators

Expansion of Chilean Metropolis to Highlands Results in Construction of Escalators to Care for Traffic

WASHINGTON, Feb. 11.—Valparaiso, home of Chile's Naval Academy, visited by half the combined Atlantic and Pacific fleets of the United States while the other half was anchored in Callao, Peru, is described in the following bulletin issued by the National Geographic Society:

"The harbor of Valparaiso, while not so remarkable as that of Rio de Janeiro, where tropical verdure runs riot among granite crags, nor so idyllic as vivid, sun-bathed Naples, still deserves to rank with them and three or four others as the most beautiful and striking of the important harbors of the world. It is no detraction to say that Valparaiso's name—'Vale of Paradise'—is not merited. Such a name suggests soft lines, rolling greenward,

flower-strewn meadows, shady paths, noble groves. The beauty of Valparaiso is more austere."

"Sailing into Valparaiso the voyager enters a wide semi-circular bay flanked by high capes. On a narrow strip of ground that borders the curving shore line is the well built business section of the city. Behind and above this level portion of Valparaiso tower bluffs and steep semi-arid hills. These highlands once hemmed in the old city, but modern Valparaiso has burst its bonds. Fine castle-like residences now cling to the slopes of many of the hills or perch upon the edges of the bluffs."

"Streets and avenues wind their way to the upper level, and there the newer residence portion of the city has developed. As in Pittsburgh, Cincinnati and Quebec, inclined railways or 'escalators' carry to the upper city pedestrians who prefer not to negotiate the long climbs on foot."

"Valparaiso has a population of 230,000. It is by far the most important South American Pacific port, and the annual value of its commerce exceeds that of Montevideo on the Atlantic coast."

"While Buenos Ayres and Montevideo on the east coast have been handicapped by the shallowness of their harbors, Valparaiso's difficulties have lain in the opposite direction. Its waters are so

deep that until a few years ago the construction of breakwaters to partly close the open bay seemed an engineering feat too difficult and costly to be performed. Since the stiff north winds of winter blowing into the open mouth of the bay often caused considerable destruction, however, the building of breakwaters and jetties was undertaken in 1912."

"The carrying out of the entire harbor improvement now under way will cost \$15,000,000 or more."

"In order to construct the main breakwater engineers are building great hollow concrete cubes fifty feet along the edges, and towing them into place, filling them with stone and sinking them. The completion of the work, which will furnish a protected harbor of 220 acres."

"In 1906, the year in which San Francisco was destroyed by earthquake and fire, Valparaiso also was devastated by the same two forces of destruction. Like San Francisco, South America's greatest Pacific port city has risen from its crumbled stone and ashes not merely to rehabilitate itself, but to become even greater and more prosperous."

"Valparaiso is in practically the same latitude as Buenos Ayres, Cape Town and Sydney, and is about the same distance from the equator in the south as San Francisco and Charles-

TYPHUS

Let us exterminate the CARRIERS of disease—Vermin or Rodents—as soon as they appear.

Our process is swift and sure, Inexpensive and Guaranteed.

GUARANTEE EXTERMINATING COMPANY
800 FIFTH AVENUE GUARANTEED
at 42nd Street, New York
Telephone Vanderbilt 2716-2717-2718-4933
VERMIN
EXTERMINATION

ton, S. C., in the north. Because of South America's position considerably to the east of North America, Chile's greatest port is almost due south of New York, and therefore has about the same time.

"Warships are always to be found in the harbor of Valparaiso, for this is one of Chile's chief naval bases. It is also the location of the Chilean Naval Academy, whose buildings, on a great promontory, dominate the harbor. No better view of the city and harbor of Valparaiso can be had than that from the parked grounds of this fine institution."



Monday and Tuesday, February 21st and 22nd

WASHINGTON'S BIRTHDAY SALE

of Exchanged

PHONOGRAPHS

Instruments of Leading Makes

Prices \$12 upward

Very Low Monthly Terms



We are offering on Monday and Tuesday a large number of exchanged phonographs of standard makes at prices which represent savings of from 20% to 50%. Beside used instruments of other makes, are Vocalions taken in exchange for larger models; also a variety of styles discontinued and no longer in our catalogue.

Before the advent of the Vocalion, the phonograph made by The Aeolian Company, foremost makers of musical instruments in the world, the exchange business in phonographs was negligible—too small to make special sales worth while. Since the Vocalion was put on the market, however, this condition has changed. The Vocalion with its notable superiority of tone and appearance, and its exclusive and fascinating feature, the Graduola, with which you can guide the tone-volume of the music as your mood dictates, serves to induce a large volume of exchange business.

Great Price Reductions

It is the accumulation of these exchanged instruments which is to be disposed of in the present event. Here are phonographs of leading and standard makes—all in perfect condition and so guaranteed—many of

them practically new and at prices representing radical reductions from their regular cost. A great variety in style, price and finish will be available for you to choose from. All the popular casewoods will be in evidence. Dark and red mahogany, fumed oak, golden oak and some in beautiful walnut.

Every one of these phonographs has been through the hands of expert Aeolian repairmen and mechanics, and at the price asked for it constitutes an extraordinary bargain.

Many Distinguished Makes

Many phonographs of famous makes and styles are represented in this Sale, including a number of handsome and distinctive Art Styles, and a few decorated conventional models.

We invite you to attend this Sale. If you have decided on any particular make or style of phonograph, you will probably find it here. Its price and the terms on which you can purchase it will be far more favorable than you have ever had reason to anticipate.

And even though you may not purchase, your visit will be enjoyable through the opportunity to see and hear the Vocalion—the phonograph that enables you to play the music yourself.

Savings of 20 to 50%

The AEOLIAN COMPANY

29 West 42d Street

In THE BRONX
367 East 149th Street

In BROOKLYN
11 Flatbush Avenue

In NEWARK
895 Broad Street

In FORDHAM
270 E. Fordham Road

All Aeolian Stores will be open evenings during this sale

W. & J. SLOANE

FIFTH AVENUE AND 47th STREET

Satisfaction plus Economy

When purchasing articles intended for personal use and gratification, no price can be considered cheap where the article acquired is not desirable.

There can be no real compensation in "price" for the sacrifice of "satisfaction."

We had this thought in mind when pricing our

DOMESTIC RUGS

and instead of selecting a number of the least desirable, WE MARKED OUR ENTIRE STOCK AT A PRICE LEVEL SO LOW as to insure not alone a great economy in price, but an assurance also of a selection sure to afford satisfaction. There are

Imported Wilton Rugs, from the best-known English Mills, size 9 x 12, @ \$105 and \$115

"Karnak" Wilton Rugs, size 9 x 12, @ \$115

Axminster Rugs, size 9 x 12, @ . . \$47.50

all in a wide range of designs and colorings.

AN ABUNDANCE OF OTHER SIZES AT RELATIVELY LOW PRICES

Free delivery to all shipping points in the United States.